

From boatanchors@theporch.com Mon Jun 19 14:48:27 1995
Date: Mon, 19 Jun 1995 09:48:27 -0500
Message-Id: <Pine.BSI.3.91.950619103633.3745E-100000@laurel.us.net>
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: <didn't bother with a subject>

Re: Brit engineering

On Sun, 18 Jun 1995, Roberta J. Barmore wrote:

> Poor Mr. Lucas gets too much bad press; by the early 1970s, all it
> took to keep the electrics going was to get it clean and keep it
clean.
> It won't tolerate neglect, but just like the rest of the car, the
> electrical system is perfectly fine if kept up. (And at least idiots
> can't put the wrong kind of fluid in them!)

So help me, this is the truth...

A couple of years or so ago, I was driving through town behind what appeared to be a brand-new Jaguar that had a tail light out. When we were both stopped at a traffic light, so I beeped my horn and the woman on the right-hand side rolled down her window. I said, "Your right rear tail light is out" to which she replied simply, "Lucas electrical system." I told her that I used to own a Bugeye Sprite and understood and we both drove on.

73,
Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Mon Jun 19 16:08:03 1995
Date: Mon, 19 Jun 1995 11:08:03 -0500
Message-Id: <9506191206.aa20870@dbh483.dbh.com>
From: id25@dbh807.dbh.com
Subject: <didn't bother with a subject>

Ever since the thread awhile back on BA test gear I've been hoping to see something at a hamfest that would catch my

interest. There was an extra passenger in the car on the way home last night: a Tektronix 547 scope with Type 53/54G and Type H plug-in's.

Does anyone have comments -- usefulness, quirks, etc.? Is this a good Tektronix model to clean up and use? I haven't fired it up yet, so I don't know it's condition.

I'd like to get a schematic and manual for it. If anyone has one, the usual reimbursements apply.

By the way, the scope was my Father's Day present from my nine-year-old son. He's my regular partner in attending hamfests and in cleaning up and testing the tubes of the latest acquisitions. He knows what transistors and IC's do (at least I think I told him, hmmm, maybe I didn't...) but I think tubes are more interesting to him for several reasons. Tubes are more visually pleasing and, most of them being glass, you can see into their intricate inner workings. It's like opening up a wind up watch and a digital watch: after you initially see the insides of the latter, who'd want to see another? Tubes are also pleasant to touch; by their glow, you get feedback that they're "working". Transistors and IC's resemble the things that come out of the woodwork that need to be stepped on.

You know, if someone could gather all the \$0.02 in the world, the national debt would look like pocket change.

73's
Andrew Dumas
N1TGC
adumas@dbh.com

From boatanchors@theporch.com Mon Jun 19 18:48:17 1995
Date: Mon, 19 Jun 1995 13:48:17 -0500
Message-Id: <SA06+9LQtjA@bangate.compaq.com>
From: Dave=Sharp%Legal%Corp=Hou@bangate.compaq.com
Subject: BA parts sighting

Check out the new Batman movie. In the scene where the young scientist invents the brain wave imager, the head top box has what appears to be an 0C3 or 0D3 sticking prominently up on the top front. I guess it gave the headset

the look of something really far advanced and exotic.

Dave

PS Ok ok what would YOU put in the design of something that would have to be from techno way out?

It's interesting, they put all the cars in the movie from the 30's thru the mid 50's (except of course the batmobile).

From boatanchors@theporch.com Tue Jun 20 02:50:21 1995
Date: Mon, 19 Jun 1995 21:50:21 -0500
Message-Id: <199506200244.AA264226255@zarco.sr.hp.com>
From: Steve Pazar <pazar@sr.hp.com>
Subject: BA's and Brit Cars...

Fellow 'Anchorites,
There is a connection between British cars, and boatanchors.
I have had several friends over the years (really...) where
their garages/shops were full of Brit cars AND big, ugly,
WWII boatanchors! My Brit cars (6 and counting) are kept
warm at night by the gentle glow of firebottles!

And yes, Lucas IS the inventor of darkness! ; -)

* STEVE PAZAR DoD #702 Kawasaki KZ440A
* E-mail: pazar@sr.hp.com
* Ether: WA4DUT/6
* Stupid is forever, ignorance can be fixed...

From boatanchors@theporch.com Mon Jun 19 19:20:08 1995
Date: Mon, 19 Jun 1995 14:20:08 -0500
Message-Id: <199506191917.0AA12048@uro.theporch.com>
From: Jack Taylor <n7oo@hereford.ampr.org>
Subject: BAs in July QST

Lots of nice vintage gear featured from the Pavek Museum of Broadcasting

stating on page 24 of the July 95 QST. Also "The transmitter that sold itself" an interesting story about a 30FXB Collins rig on page 51.

73 de Jack

From boatanchors@theporch.com Mon Jun 19 14:44:01 1995
Date: Mon, 19 Jun 1995 09:44:01 -0500
Message-Id: <Pine.BSI.3.91.950619103308.3745C-100000@laurel.us.net>
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: Re: Boatanchors: The movie

On Sun, 18 Jun 1995, Fire Bottle archive handler wrote:

> Be SURE to call and stop by to see Hank Clark, W2IQ, who lives in
> Dandridge, Tenn, not far off your path through Tennessee.

I met Hank on the two meter repeater as I passed through Knoxville on the way home from Nashville last Summer. He invited me over, but I was already running late and asked for a rain check until I'm in the area again.

We talked about his "Copy Cat" article in the January 1994 ER and it was at that point that I decided that making a video might be a good idea. The catalyst that really got me going was my visit to Mike Hanz, who has the most incredible collection of military gear I've ever seen close-up.

73,
Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Mon Jun 19 14:45:40 1995
Date: Mon, 19 Jun 1995 09:45:40 -0500
Message-Id: <Pine.BSI.3.91.950619103455.3745D-100000@laurel.us.net>
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: Re: Brit engineering

On Sun, 18 Jun 1995, Dick Dillman wrote:

> They didn't run in the wet, the Smiths water temperature needle
> edged up into the oil pressure scale of the dual gauge, the lever
> action shocks were a pain and of course the body and chassis were
> cleverly engineered with openings and recesses in just the exact
> spots to swallow up the dropped socket, never to be seen again.

One of the things I've always regretted selling was my 1960 "Bugeye" Sprite. I loved that little car for all the those things like that that drove me crazy half the time.

> But who's going to get that far away look remembering their
> Honda?

Coincidentally I have an '84 Honda with 115K virtually trouble-free miles on it. When (and if) it finally konks out, I'll always remember it fondly, but in no way will it be recalled with the affection of that old Bugeye. I'd like to think that whomever has it today is enjoying as wonderful a love/hate relationship as I had. :-)

This thread underscores that "Boatanchors" is more of a state of mind than simply the single focus on vintage amateur radio. Substitute Collins, Hammarlund, and Hallicrafters for Jaguar, MG, and Austin-Healey and the spirit of what has been said in this thread transposes almost perfectly.

Ain't it great?!!

73,

Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Mon Jun 19 17:02:02 1995
Date: Mon, 19 Jun 1995 12:02:02 -0500
Message-Id: <199506191659.JAA18965@igc3.igc.apc.org>
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: Brit engineering

> This thread underscores that "Boatanchors" is more of a state of mind than
> simply the single focus on vintage amateur radio. Substitute Collins,

> Hammarlund, and Hallicrafters for Jaguar, MG, and Austin-Healey and the
> spirit of what has been said in this thread transposes almost perfectly.
>
> Ain't it great?!!

I agree of course and thanks for putting it in writing. I was worried that maybe we were getting a bit off topic here and offending our colleagues. I hope not.

Regards,

Dick Dillman

From boatanchors@theporch.com Mon Jun 19 22:21:50 1995
Date: Mon, 19 Jun 1995 17:21:50 -0500
Message-Id: <122568@w5ddl.aara.org>
From: n5off@w5ddl.aara.org
Subject: Brit Engineering

I did not write this joke, nor do I (necessarily) agree with it, but it gave me a chuckle back a few years ago.

Q: Why don't the British make computers?

A: Because they can't figure out how to make them leak oil

Sorry, couldn't resist. . .

73 de tom

From boatanchors@theporch.com Mon Jun 19 23:13:33 1995
Date: Mon, 19 Jun 1995 18:13:33 -0500
Message-Id: <2FE60296@sharkgate.sandiegoca.attgis.com>
From: "Kenan, Larry" <llk@sandshark.sandiegoca.attgis.com>
Subject: Re: Brit engineering

> Poor Mr. Lucas gets too much bad press; by the early 1970s, all it
>took to keep the electrics going was to get it clean and keep it clean.
>It won't tolerate neglect, but just like the rest of the car, the
>electrical system is perfectly fine if kept up. (And at least idiots
>can't put the wrong kind of fluid in them!)

I really loved my 1957 TR3 but I sold it in 1969 - if I had only kept it a couple of more years then I wouldn't have had to repair the Lucas electricals anymore. hi

British engineering gets a bad rap. American cars in the 50s were a conceptual wonderland also. I sold a 1954 Corvette that had designed in rain leaks to buy the Triumph. Chevy didn't fix the leaks until the 1956 model when they redesigned the doors to add roll up windows. Modern cars and rice boxes are so damned predictable, reliable and boring that I certainly wouldn't want to own more than one of them. For fun I'll take a 50s sports car or a radio that glows in the dark - I love to tinker, just so long as there is no time pressure to get it running.

Larry Kenan

From boatanchors@theporch.com Tue Jun 20 04:55:52 1995
Date: Mon, 19 Jun 1995 23:55:52 -0500
Message-Id: <Pine.SUN.3.91.950619171508.7440B-100000@kahuna>
From: Jeffrey Herman <jeffrey@math.hawaii.edu>
Subject: Broadcast Blowups

Gang, I took the liberty of reposting the Broadcast Blowup stories to rec.radio.broadcasting (that's were the bcst pros hang out), and they've continued the thread with some great stories of their own (such as an engineer sending his wife up a 700 ft tower, raising an antenna and feedline up a tower using a rope attached to a car...).

If you want to read these and *don't* have Usenet access then email me and I'll forward them (don't be lazy now!). If I get too many requests then I'll forward the articles to the net here.

Jeff NH6IL

From boatanchors@theporch.com Tue Jun 20 05:40:01 1995
Date: Tue, 20 Jun 1995 00:40:01 -0500
Message-Id: <F6K03700.F6K03709@mail.admin.wisc.edu>
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Broadcast Blowups thread

to: boatanchors@theporch.com

Hello.

I'd like to get copies of the thread, and see what kind of stuff my fellow broadcaster maintainence guys are admitting to :-)

73's,

Tom, K9TA

From boatanchors@theporch.com Mon Jun 19 20:25:56 1995
Date: Mon, 19 Jun 1995 15:25:56 -0500
Message-Id: <950619162028_73978606@aol.com>
From: HAMRLUND@aol.com
Subject: Collins R390A for sale

Robert Fowle
Jackson, Mich.
517-789-6721

I have one Collins R390A with top & bottom covers, original meters last up-dated in April 1970. a very clean unit. Order no. 8719-P-55 Has absolutly no slop in Kilocycle tuning, spin it and this thing Stops as soon as you remove your hand, so its not worn out.

Interested? Give me your best offer + shipping

Thank you
Hamrlund@aol.com

From boatanchors@theporch.com Mon Jun 19 13:59:49 1995
Date: Mon, 19 Jun 1995 08:59:49 -0500
Message-Id: <Pine.SUN.3.91.950619083002.3757A-100000@ncrsun1>
From: Kevin Anderson <anderson@ncrsun1.ncr.usace.army.mil>
Subject: Re: Common sense for Hacked Command Sets (a late reply)

On Fri, 16 Jun 1995, davidk@sequoia.com wrote:

> Treating all old radios as great works of art is silly. Some of the
> old radios were junk the day they were made and are still junk. There are

> radios that are good and were produced by the thousands. Cutting up a
> Viking II is not a big deal and for sure is not insulting future generations.
> Cutting up a Desk Kilowatt is something else. It would be a shame to see
> any more cut up.
[stuff deleted]

I don't know. Not having a Viking II, or having any ARC-5 equipment, they are the gleam in my eye (and something I desire for) until I know otherwise. To me having unmodified versions of any of these is the holy grail; just having even a hackneyed version would be a start. The KW 1 may be rarer because fewer were made in the first place as compared to the Viking II or the ARC equipment, but that doesn't automatically make one okay to be hacked and the other not by sheer numbers. I don't fault the hams of the 50s from hacking -- it was the order of the day -- but it saddens me nonetheless. It means all the less of radios I can enjoy today. I agree with Henry Van Cleef that the circuitry of all these can likely be improved upon, and that designs may have been purposely slighted from the start and deserve improving. But I also agree with Bob Keys that if you look at the radios in the context and expectations of the time the radios hark from, and therefore remove your filtered glasses that will look at things from today's abilities and expectations out of radios, you'll be much the happier in enjoying those technologies of the past.

Enough sermonizing...it's been a long weekend.

Cheers/73. Kevin, KB9IUA

Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
Rock Island District Office, Planning Div.-Waterway Systems
Rock Island, Illinois 61204-2004, USA phone:(309) 794-5586
e-mail: anderson@ncrsun1.ncr.usace.army.mil

Opinions expressed here are my own and do not represent the
U.S. Army Corps of Engineers or the Federal Government.

From boatanchors@theporch.com Mon Jun 19 23:27:22 1995
Date: Mon, 19 Jun 1995 18:27:22 -0500
Message-Id: <Pine.3.89.9506191702.B13096-01000000@mm1001.theporch.com>
From: Kevin J Pease <kevin@mm1001.theporch.com>
Subject: Re: Common sense for Hacked Command Sets (a late reply)

What about all of the old AM equipment that was updated in the 50's for SSB. I remember advertisements from Johnson for SSB exciters and the instructions to do the modifications. I think my old Valliant manual even had details in it for those mods. Are those mods a sin or accepted. There were many accepted mods in the 50's to improve some of that equipment. I have seen equipment with those mods that were actually made when the equipment was fairly new with notes in the manual. Do you undo those because they were not factory original ?

I think everyone is getting carried away with this thread. To each his own. There are probably plenty of old cammand sets that can be sealed up in a time capsule and held for the future where no one will likely care what they are and likely discard them. As time goes on and this equipment gets older there will be fewer and fewer people who care that the stuff exists. Some day in the far future the equipment will pass into oblivion. Lets all enjoy this equipment in our own personal way. If your thing is pristine original equipment to experience the joy of how the stuff operated originally then find all of the unmodified sets that you can and enjoy. If you enjoy modifying the equipment then do so. Before modifying an original piece of equipment try to trade it for something already modified. Lets all respect eachothers opinions and desires and get on with things.

There are actually people who get large amounts of joy and enjoyment out of finding and resurecting old equipment and modifying it to do its job better. We should not stop those peoples enjoyment just because we don't agree with what they are doing.

Kevin J Pease
WB0JZG Mt Juliet, TN.
mm1001.theporch.com

From boatanchors@theporch.com Tue Jun 20 10:27:11 1995
Date: Tue, 20 Jun 1995 05:27:11 -0500
Message-Id: <9506192358.AA05768@mirage>
From: mirage!pamars@uhura.neoucom.EDU (P.A.Marshall)
Subject: Re: CV Tube Equivalentents

Dick Dillman writes:

>
> I've listed the as yet unreferenced CVs in my RA-17L below and would be
> grateful for any help in identifying the equivalent US tubes.
>

> CV-1832 = 0A2
> CV-3998 = 6888
> CV-4007 = 6AL5W
> CV-4009 = 6BA6W
> CV-4012 = 5750
> CV-4014 = 6064
> ECC-189 = 6ES8

Al Marshall "Real Radios Glow in the Dark" almarshall@acm.org

As nightfall does not come at once, neither does oppression. In both instances, there is a twilight when everything remains seemingly unchanged. And it is in such twilight that we all must be most aware of change in the air--however slight--lest we become unwitting victims of the darkness.

Justice William O. Douglas

From boatanchors@theporch.com Mon Jun 19 14:55:09 1995
Date: Mon, 19 Jun 1995 09:55:09 -0500
Message-Id: <Pine.BSI.3.91.950619103906.3745F-100000@laurel.us.net>
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: Re: Daddy, What's A Tube?

On Sun, 18 Jun 1995, Scott Townley wrote:

> "What are those?"
> me>"they're high power tubes for amplifiers"
> "What's a tube?" together with *very* puzzled looks.
>
> Now, I can understand Joe Six-Pack down the street not having any
> cognition of what goes into electronics, or its history for that
> matter, but actual, bona-fide RADIO AMATEURS?????

You have given them too much credit. They AREN'T bona-fide radio amateurs at all. They simply have highly discounted licenses issued by the FCC that gives them access to spectrum allocated to the amateur radio service

> From this I guess you can tell what my feelings are about the
> "more hams make better hams" mentality permeating some sectors of the
> amateur service.

The codeless license snake-oil was sold based of there being a twofold need to (1) fill the bands (with fodder) to preserve spectrum space and (2) give access to those on the cutting edge of technicnology without forcing them to do something so outrageous as learning the rudiments of the Morse code the way that hams have done for the past 80 or so years.

Well, although the FCC's figures late last Summer disclosed that in only 3-1/2 years, the codeless numbers have grown from zero to a full third of all amateur licensees (with the number steadily increasing) and even though they are all (thankfully) occupying only VHF and above bands, there is a proposal on the table right now to actually expand the HF amateur bands! As for the technically astute, I have yet to see very many (any?) among the newcomers, probably thanks to the self-defeating open question pool method that facilitates passing the test without having the foggiest notion of the subject matter, that qualify.

Thanks the ease of getting an entry level license and there being virtually no need to get help learning the code and preparing for the exam, these codeless newcomers aren't getting "elmerd" by the amateur radio establishment. Consequently, many (most?) have no concept of what the hobby has to offer, they never heard of Paul Segal's "The Amateur's Code", and they can care less about anything beyond the latest "Yaecom" (tnx to ER #66) handie-talkie.

Sadly, with the numbers growing so rapidly and the FCC's having repeatedly stated that they will respond to the wishes of the amateur community (presumably meaning the majority), we are likely to lose it all. That is unless those of us who do appreciate what the hobby means to us get off our rear-ends and do something about preserving something beyond just vintage gear. However, in spite of efforts to rally the traditional amateur community in ER, the AM PResS Exchange, and other small publications, the people who will be most adversely affected turn out to be largely apathetic and resigned that amateur radio's demise is inevitable.

> Off the soapbox now...

No Scott... Get back on! And PLEASE, spend as much time on it as you can.

73,
Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Mon Jun 19 16:12:45 1995
Date: Mon, 19 Jun 1995 11:12:45 -0500
Message-Id: <2FE5CB81@smtpgate.rfc.comm.harris.com>

From: "Gable, Edward M" <emg@rfpo2.rfc.comm.harris.com>
Subject: Re: Daddy, What's A Tube?

Scott Sez:

>You have given them too much credit. They AREN'T bona-fide radio
>amateurs at all. They simply have highly discounted licenses issued by
>the FCC that gives them access to spectrum allocated to the amateur radio
>service

>The codeless license snake-oil was sold based of there being a twofold
>need to (1) fill the bands (with fodder) to preserve spectrum space and
>(2) give access to those on the cutting edge of technicnology without
>forcing them to do something so outrageous as learning the rudiments of
>the Morse code the way that hams have done for the past 80 or so years.

When I took my test I had to learn how to recognize vacuum tube symbols,
today you learn transistor symbols. Times change.

While no-coders are QRM'ing each other on VHF/UHF, some of us may
benefit from from successful bouts at the WARC conferences. Do you think
the new WARC bands would have happened if the numbers showed a
declining license base ? I think not. And what about the technical
wizards

who are doing so much for all of us with high speed psk modems and auto
store/forward techniques on our Satellites. Should we tell these
contributors

to take a hike cuz they learned psk coding instead of Morse. We all
contribute

in our own way for the total good.

In 1995, knowing what a tube is to get ur ticket in the mail doesn't make
you a

better Amateur. Good Elmering does that - just like it did you and me..

When was the last time you took a group - or even one - new Amateur and
acted as his/her Elmer ?Hum... I thought so...

Ed K2MP @ Rochester (I Support Know-Code) but I co-exist with those who
don't

emg@rfc.comm.harris.com

From boatanchors@theporch.com Mon Jun 19 19:35:48 1995

Date: Mon, 19 Jun 1995 14:35:48 -0500

Message-Id: <Pine.BSI.3.91.950619120025.5618B-100000@usr5.primenet.com>

From: "Mark E. Monninger" <markem@primenet.com>

Subject: Re: Daddy, What's A Tube?

On Mon, 19 Jun 1995, Tony Stalls (K4KY0) wrote:

>

> [views on no-code licenses deleted]

>

What scares me a lot more is the current talk about abolishing the FCC altogether. What effect do you think that will have on amateur radio as we know it? Or communications in general?

Mark AA7TA

From boatanchors@theporch.com Mon Jun 19 20:13:55 1995

Date: Mon, 19 Jun 1995 15:13:55 -0500

Message-Id: <Pine.SUN.3.91.950619100203.6067B-100000@kahuna>

From: Jeffrey Herman <jeffrey@math.hawaii.edu>

Subject: Re: Daddy, What's A Tube?

> What scares me a lot more is the current talk about abolishing the
> FCC altogether. What effect do you think that will have on amateur radio
> as we know it? Or communications in general?
> Mark AA7TA

Well, this will me that we can actually operate our military gear on the military freqs without worrying about receiving a pink ticket in the mail. (hi hi)

As for myself, I'll move up to the island of Kauai and operate WWVH evenings on 5, 10, and 15 Mc CW with their 5 kW.

And Bob Keys will be able to fire up his spark transmitters. It'll be just like the old days!

Chewing on my tongue,
Jeff NH6IL

From boatanchors@theporch.com Mon Jun 19 21:15:00 1995

Date: Mon, 19 Jun 1995 16:15:00 -0500

Message-Id: <199506192109.RAA04245@cc01du.unity.ncsu.edu>

From: rdkeys@unity.ncsu.edu

Subject: Re: Daddy, What's A Tube?

>

> And Bob Keys will be able to fire up his spark transmitters. It'll be just
> like the old days!
>
> Chewing on my tongue,
> Jeff NH6IL
>

Welllllllll, it might be fun to roll the mode switch from CW to MCW for a run or two. Even I would be a bit timid to run a 2kw P-4 or Kilbourne & Clark impact transmitter, generically, at present, or even a half kw E2 120 cycle quenched gapper, but just maybe, just maybe a short run on a 1/4 kw rotary gap set might be fun (although a dim recollection of tales long since told of my OM firing up his first spark set in 1914 does make me think it would be most awesome kool dude to restoke the gap on the Model T Ford coil I have been hanging onto, and onto, and onto..... (:+{}.....

As routine as I get, at present, is to fire up the 50 watt bottles in Hartley's circuits of a fine winter evening, amidst the gentle crackle and din on 200 meters and down..... Ahhh, that is burning fine holes in the ether, that, albeit only second to King spark, are still of a goodly and welcome nature..... (:+{}.....

Cheerio.....

73/Bob/NA4G

From boatanchors@theporch.com Mon Jun 19 23:43:17 1995
Date: Mon, 19 Jun 1995 18:43:17 -0500
Message-Id: <Pine.3.89.9506191846.C13096-01000000@mm1001.theporch.com>
From: Kevin J Pease <kevin@mm1001.theporch.com>
Subject: Re: Daddy, What's A Tube?

Tony and all what we are seing is a symptom of the greater decline of our civilization. More emphasys on being entertained and not doing anything. Look how they are modifying the school ciriculums so that more students can pass. Heck you need a coliage degree today just to get a job and the colages are teaching highschool level courses because the student don't have basic skills. High School graduates can hardly read and write.

Most people sit infront of the television all day getting entertained. People use computers for mostly games anf chatting. People don't program and design comuters at home like they used to.

This declination is accelerating at an unnerving pace. There is talk of eliminating the FCC altogether and definately eliminating the monitoring stations. Congress is more interested in the new buzz words and the information highway etc. Cyberspace is where they think it is going. There may come a day when free over the airwaves broadcasting will completely cease. everything will be cable and microwave/satelite trunks. Maybee we will inherit all of the spectrum space.

The average bloke doesn't even care what happens as long as the get programming on thier TV's and can sit and wathe the ball gam drinking beer. The emphasis on leisure is too great. We are paralelling the fall of the roman empire.

So lets all sit back and enjoy whats left of our hobie and enjoy this old equipment while we can causesome day it and us will be gone forever.

Please excuse my bad typing. I have about worn this poor keyboard out.

Kevin J Pease
WB0JZG Mt Juliet, TN.
mm1001.theporch.com

From boatanchors@theporch.com Tue Jun 20 00:26:17 1995
Date: Mon, 19 Jun 1995 19:26:17 -0500
Message-Id: <Pine.LNX.3.91.950619181430.14166B-100000@thelair.zynet.com>
From: johnb@thelair.zynet.com
Subject: Re: Daddy, What's A Tube?

On Mon, 19 Jun 1995, Kevin J Pease wrote:

>
>
> This declination is accelerating at an unnerving pace. There is talk of
> eliminating the FCC altogether and definately eliminating the monitoring
> stations. Congress is more interested in the new buzz words and the
> information highway etc. Cyberspace is where they think it is going.
> There may come a day when free over the airwaves broadcasting will
> completely cease. everything will be cable and microwave/satelite trunks.
> Maybee we will inherit all of the spectrum space.
>
>
>

Ya'know, this might not be all bad. If they cease enforcement of the rules (if???!), close the monitoring stations, and all of the ham spectrum sounds like 14.313, and abandon all commercial use of HF

I'll load up the Viking I on ...oohhhh... 9.2 Mhz and be listening for you there...

CQ CQ CQ CQ, CQ 33 meters
de....

John M. Brewer wb5oau ;-)
johnb@thelair.zynet.com

From boatanchors@theporch.com Mon Jun 19 19:10:24 1995
Date: Mon, 19 Jun 1995 14:10:24 -0500
Message-Id: <9506191908.AA05919@kahuna.math.hawaii.edu>
From: jeffrey@math.hawaii.edu (Jeffrey Herman)
Subject: Daddy, What's the code?

On Mon, 19 Jun 1995, Gable, Edward M incorrectly wrote:

> While no-coders are QRM'ing each other on VHF/UHF, some of us may
> benefit from from successful bouts at the WARC conferences. Do you think
> the new WARC bands would have happened if the numbers showed a
> declining license base ? I think not.

Wrong era, Ed. The 1979 WARC gave us the new bands; our numbers were not declining despite the need for one to be coded to gain entry to amateur radio.

> And what about the technical
> wizards
> who are doing so much for all of us with high speed psk modems and auto
> store/forward techniques on our Satellites.

This would have occurred even without a no-code license. And are you sure those are even no-coders doing the wizardry?

Let's keep the code debate out of here. This group represents not only period radios and history, but also period traditions and requirements. If that bothers you then maybe you should unsubscribe.

73 from Hawaii,
Jeff NH6IL (ex WA6QIJ, ex Coast Guard code operator)

P.S. Rec.radio.amateur.policy has had an ongoing code debate for 4 years for those who wish to participate.

From boatanchors@theporch.com Mon Jun 19 13:17:15 1995
Date: Mon, 19 Jun 1995 08:17:15 -0500
Message-Id: <199506191319.AA12839@mailstorm.dot.gov>
From: Thomas Bryan <tbryan@mailstorm.dot.gov>
Subject: Dave Emery

Sorry for the BW, but mail keeps bouncing to Dave,

Dave I need you address.

Tom Bryan
tbryan@mailstorm.dot.gov

From boatanchors@theporch.com Mon Jun 19 19:53:16 1995
Date: Mon, 19 Jun 1995 14:53:16 -0500
Message-Id: <Pine.SUN.3.91.950619143811.10704A-1000000@ncrsun7>
From: Kevin Anderson <anderson@ncrsun7.ncr.usace.army.mil>
Subject: elmering (was Re: Daddy, What's A Tube?)

On Mon, 19 Jun 1995, Gable, Edward M wrote:

> Good Elmering does that - just like it did you and me..
> When was the last time you took a group - or even one - new Amateur and
> acted as his/her Elmer ?Hum... I thought so...

As far as I'm concerned, this entire list, but especially
anyone providing advice and knowledge, is elmering.
I know in the over two years that I've been a member of
this list, I've learned much from folks are this here
QSO-machine, and try to let people personally know my thanks
whenever I can. You folks are my elmers, and I'm still
low on the radio learning curve.

No, I haven't elmered anyone locally yet, because I haven't
participated much in the local club (for some reason I don't
jive with them, mainly because I'm not part of the 2-meter
crowd), and have in fact been hoping to find a boatanchor
compatriot to locally learn from. So I must apologize.
But I have at least tried to help people on this list
whenever I can. This is a great list.

Cheers/73. Kevin, KB9IUA

Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
Rock Island District Office, Planning Div.-Waterway Systems
Rock Island, Illinois 61204-2004, USA phone:(309) 794-5586

e-mail: anderson@ncrsun1.ncr.usace.army.mil

Opinions expressed here are my own and do not represent the
U.S. Army Corps of Engineers or the Federal Government.

From boatanchors@theporch.com Mon Jun 19 20:10:20 1995

Date: Mon, 19 Jun 1995 15:10:20 -0500

Message-Id: <950619160439_73969199@aol.com>

From: HAMRLUND@aol.com

Subject: For Sale or trade: Geloso

From: Robert Fowle

From: Jackson, Mich.

Phone: 517-789-6721

I have one nearly mint original Geloso wooden shipping crate, complete with
wood burned name and emblem on both sides. This craate contained a Model G
212. All tags and is dated 12/11/58.

sell or trade

Thanks

Hamrlund@aol.com

From boatanchors@theporch.com Mon Jun 19 20:18:44 1995

Date: Mon, 19 Jun 1995 15:18:44 -0500

Message-Id: <950619161511_73973833@aol.com>

From: HAMRLUND@aol.com

Subject: For sale: B&W

From: Robert Fowle

Jackson, Mich.

517-789-6721

I have one B&W Model 370 ssb receiving adapter, with original manual. not
mint, but, not junk either. About an 8 maybe 8.5

\$75.00 + shipping

Thanks

Hamrlund@aol.com

From boatanchors@theporch.com Mon Jun 19 15:26:58 1995
Date: Mon, 19 Jun 1995 10:26:58 -0500
Message-Id: <9506191519.AA15676@us2rmc.zko.dec.com>
From: harlan@csoa1.enet.dec.com
Subject: FS: NC300

Hello all,

19-June-1995

After getting a nice R390 I have decided to allocate it the space that has long been occupied by my NC300.(not just the physical space,but mixer channels,T/R port,ant port,etc) I cant believe I'm doin this but I still have an R390A and a TCS station to make room for.

NC300: Works great,4H4 Ballast crapped out about a year ago
6V6 in there now, 2 scratches on the front panel near the AF gain control and The 47 pilot lamp on the right end of the dial is burned out. Added the wire to allow AGC in SSB mode.(ER)

XCU300: In there and working

Speaker: Matches the 300 cabinet but has a Hole (eegaads) bored in the middle of the right hand side at the line between the Dark and light grey paint. Hole approx 1/2" in Dia.

Manual: Reproduction (Xerox) with National Service bullitens and includes schematics for the converters.

Price: \$250 pick up in Cleve.

\$250 + Packing and shipping from Cleveland.

Weight: Just guessing at 70lbs.+/- 3db

Dan Harlan N8ETQ
Cleve.,Oh.

From boatanchors@theporch.com Mon Jun 19 13:46:42 1995
Date: Mon, 19 Jun 1995 08:46:42 -0500
Message-Id: <2FE58252@arrl.org>
From: "Cain, Jim, K1TN" <jcain@arrl.org>
Subject: FS: S38E

S38E, clean, works fine, bandspread cord slips.
\$65 delivered (what I paid for it a year ago).

Also have a Yaesu FC-901 antenna tuner; this isn't exactly a BA but it's old and apparently rare. Might fill out someone's FT-901 station. This thing includes 160 meters in two ranges), handles about 250 watts, and tunes coax and random wires. \$75 OBO.

Jim Cain, K1TN (0) 203-594-0200 ext 231

From boatanchors@theporch.com Tue Jun 20 00:29:56 1995
Date: Mon, 19 Jun 1995 19:29:56 -0500
Message-Id: <hn49+kKVtja@go00.comp.pge.com>
From: HAK1%IC%DCPP@bangate.pge.com
Subject: re: Galena Crystals

It's been a while since I've contributed to the BA net but a small swapmeet this last Father's Day at Santa Maria, Ca. gives me a chance.

Marc, KB0JPQ, and I were wandering around the swapmeet looking under tables and in boxes when we spotted a small "treasure". In a parts cabinet drawer we found a stash of galena crystals ! I haggled with the owner and walked away with the galena crystals in a plastic cup. It turns out that I got about 20 full chuncks plus a bunch (10) of 1/16" wafers of galena sawed from one big crystal.

Does anybody want any of the crystals or wafers ?

The swapmeet was fairly well attended and I came away with a Hickock 539C tube tester with accessories and a spare chart (\$20), an immaculate condition Drake R-4A with MS-4 and manual (\$65), Heath and Swan manuals (\$1.50 and \$2), a 3 lb roll of #30 enamel wire (\$1), and some other small parts. All in all this annual swapmeet is reasonable and has been going on for about 25 years. I have found a lot of decently priced stuff at this swapmeetin the past.

Howard AD6Y
hak1@pge.com

From boatanchors@theporch.com Mon Jun 19 14:58:32 1995
Date: Mon, 19 Jun 1995 09:58:32 -0500
Message-Id: <Pine.BSI.3.91.950619104748.3745H-1000000@laurel.us.net>
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: Re: Hacked Equipment

On Sun, 18 Jun 1995, jproc@worldlinx.com wrote:

> I would like to add my two cents worth to the thread on 'hacked'
> equipment. The world 'hacking' has a negative connotation
> depending upon one's interpretation of the word. In my
> vocabulary, hacking is a 'butcher job inflicted on any piece of
> equipment by some incompetent clod who passes himself off as a
> technician. On the other hand, the phrase 'equipment
> modification' CAN take on a different meaning. My pereception of
> a modification is: any alteration done to a piece of equipment in
> a professional and competant manner to correct a design flaw or
> to rectify a 'post production' problem. I don't have any problem
> in owning equipment that has been modified in a professional
> manner. Here's a rhetorical question - should one put up with a
> drifting VFO in a vintage transmitter, do nothing, and stare at
> it sitting on the shelf OR correct the problem and use the gear
> with satisfaction? Sometimes, the answer doesn't come easily. In
> other cases, it's a 'no-brainer'.

I don't believe that correcting a design flaw can be called hacking the gear up. Keeping the VFO from drifting and simply fine tuning the original specification is a good example. However, typically the "\$2 user friendly BC-348 circuits" I alluded to in an earlier post that suggests drilling holes to install an s-meter and such to make fundamental design changes very much does.

Interestingly, there seems to be an exception to community acceptance of modifying to alter the original specifications and add features. The KWM2/2A has had a lot of modifications over the years, including replacing relays, Waters rejection tuning, RIT's, etc. that seem to enhance these rigs' desirability rather than, as is the case with other BA's, diminishing their value.

73,
Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Mon Jun 19 22:18:53 1995
Date: Mon, 19 Jun 1995 17:18:53 -0500
Message-Id: <Pine.SUN.3.91.950619174328.24123A-100000@wabash.iac.net>
From: Bill Strangfeld <bstrang@iac.net>
Subject: hamfest report

There was a small hamfest in Milford, a Cincinnati suburb, last weekend. Got there late and didn't see much. What was there didn't seem to be selling very fast. A fairly clean Drake R4B with an asking price of \$125 including manual was still there when I left. A pretty nice RME (a later one -- not sure of model but it was before the 6900, maybe a 45?) priced at \$150 didn't move either.

A Drake setup with a 2C (with calibrator and blanker), 2NT, 2CQ, and manuals did sell. Asking price was \$200 -- don't know selling price. It had gone unsold at that price at another little hamfest around here the week before. That was probably a good deal.

Drake CC-1 with a 2 meter converter and a TC-2 was unsold when I left, asking \$200. Nor did a C-line with a CC-1 and a TC-6 at \$475 (I think) -- sell while I was there. The C-line had been through a fire and looked it!

There was an EICO 720 and modulator. Asking price was \$100 for the pair -- it sold.

One seller had command sets -- asked \$50 for a modified 190-550 set with knob but he said he came down to 25 and sold it. I got a nice unmodified broadcast band receiver with the power adapter insert for \$20. He had a couple of uncut transmitters at 40 or 50 each.

Found a neat little Hallicrafters S-72-L portable set for \$10 w/o tubes. It's like a Transoceanic, and has bandspread and bfo. Took it home. Don't know what tubes it uses. Hope I'm not in competition with the T/O guys for the rare 1 volt ones but suspect that's the case.

Also went to a radio collector's show here last weekend. Mostly cathedrals, transistors, consoles, catalins, etc. One seller had a BC-375 tuning unit for which he wanted \$85! Someone else had a BC-306 antenna tuning unit for the BC-375 and I have his address if anyone wants it. Don't know how much he wants for it. There was also a very clean RME DB-20 preselector for \$25. And someone had the ugliest RME 6900 I've ever seen -- years in a wet basement. \$50, but he swore that it worked. Don't know if he sold it.

From boatanchors@theporch.com Mon Jun 19 13:27:23 1995
Date: Mon, 19 Jun 1995 08:27:23 -0500
Message-Id: <9506191325.AA29842@pulsar.genrad.com>
From: dcl@genrad.com (Deke C. Lightfoot)
Subject: Re: Hammarlund S Meter

I missed the thread on this subject, but I have a S meter from a parts HQ-129X if someone was looking for that particular meter. It is the orange variety used on the 129X and early Super-Pro's.

The previous owner had painted the backlit bulb RED; if you want to experiment in tasteless...try that approach! When it first came up my heart sank thinking that the meter face had been painted.

All the Hammarlund S meters I have seen, have the meter movement enclosure slit from front to rear. Does anyone know the reason for that treatment on the earlier models?

73, Deke AA6DF dcl@genrad

From boatanchors@theporch.com Tue Jun 20 02:32:26 1995
Date: Mon, 19 Jun 1995 21:32:26 -0500
Message-Id: <199506200228.TAA10155@ix3.ix.netcom.com>
From: mjsilva@ix.netcom.com (michael silva)
Subject: Help me design a tube receiver?

Hi, tube fans. I just picked up a supply of tubes for my one old BC radio, and now that they're lying around I feel the need to build a receiver....nothing special, just something to put on the low (high) bands for a QSO now and then. Problem is, I haven't built any tube gear in about 20 years, and then I didn't know what I was doing. The tubes available are 6SK7s and 6SA7s (with 6SQ7s and 6K6s for audio, but I'm sure I can handle that part). I've also got two each 1800 kHz and 100 kHz IF transformers (an old project that never happened). So, maybe you can help me think this thing through:

1) What's the performance of the 6SA7 at higher (40/30/20 meter) frequencies? Could I get useful results without an RF amplifier (don't want to try to find a 3-gang capacitor, mostly). Remember, I'm not looking for state of the art, even for 1950, just the warm-and-fuzzy feeling of working a homebrew tube station again.

2) Any thoughts on the IF lineup? Besides 1800 and 100 kHz I can get 455 cans easily enough. The two possibilities that come to mind are either 2 stages of 455 kHz or one of 1800 followed by one of 100 kHz. I know there'll be some image problems with the 455 lineup, but, again, I don't want to make this so perfect that I never get it built.

3) I was wondering about stage of regenerative IF to peak things up a little. Any comments?

BTW, I'll probably go with plug-in coils (quick and dirty). I've also got access to lots of QST back issues, in case you know of an article or two that would be useful.

So, what'cha think?

Mike, KK6GM

From boatanchors@theporch.com Mon Jun 19 11:52:01 1995
Date: Mon, 19 Jun 1995 06:52:01 -0500
Message-Id: <2FE58E58@smtpgate.rfc.comm.harris.com>
From: "Gable, Edward M" <emg@rfpo2.rfc.comm.harris.com>
Subject: RE: Historic FCC BAs

Anyone else catch the 1941 picture of the Laurel, MD FCC monitoring post on page 1 of the New York Times business section? It was a great 8" x 10" shot showing six Hallicrafters SX-28 Super Skyriders, an LM frequency meter and a bunch of accessories I couldn't identify.

+++++

In my collection is an interesting FCC BA from the Canandaigua (NY) FCC monitoring post. It was their mobile monitoring unit consisting of a NC-100, modified to run on an internal vibrator power supply. The real interesting feature was the fact the the radio was mounted in the rear of the vehicle and operated remotely from the front using flexible drives (speedometer cables) Four such cables; tune, AF, RF and BFO were remotod. Unfortunately I did not locate the control head. The National was professionally modified under contract to the government as were many NC-100's for the FAA and others.

Ed K2MP @ Rochester
emg@rfc.comm.harris.com

From boatanchors@theporch.com Mon Jun 19 09:03:53 1995
Date: Mon, 19 Jun 1995 04:03:53 -0500
Message-Id: <Pine.BSI.3.91.950619034341.26138A-1000000@pentagon.io.com>
From: kd6tdt <beavis@io.com>
Subject: Re: Historical BA Haunts

A small correction, possibly important to no one but me.
Signal Hill overlooks St. John's, Newfoundland. On
Signal Hill is Cabot Tower, site of Marconi's historic
transmission in 1901 and later the site of a Marconi
wireless station.

Eric

> The best I've done was Marconi Hill overlooking St. John,
> Newfoundland. Not to belittle the old boy's accomplishment, but WHAT A QTH!
> Radio Luxembourg (in French) and several unidentified German and
> Germanic-speaking stations were blasting in on my Chevy's A.M. radio that
> evening. I was grateful the fillings in my teeth were well grounded.
> --Paul
>
>
>

From boatanchors@theporch.com Mon Jun 19 16:14:22 1995
Date: Mon, 19 Jun 1995 11:14:22 -0500
Message-Id: <199506191618.JAA10351@mozart.bcit.bc.ca>
From: "Colin Schmutter" <Colin.Schmutter@theporch.com>
Subject: Items for sale

!

----- Enclosure number 1 -----

For sale,

1. Trio 9R-4 communications receiver.

This a Japanese receiver with 9 tubes and covers 550 KHz to 30 MHz in
4 bands.

It is AM only but has a BFO.

Quite compact for a tube radio.

The condition is very good.

Asking price \$55 US obo, plus shipping.

2. Knight model KN 345 stereo tube amp with integrated AM / FM tuner

Good condition

\$75 US obo, plus shipping

Replies to cschmutter@bcit.bc.ca

Colin

From boatanchors@theporch.com Tue Jun 20 02:01:36 1995
Date: Mon, 19 Jun 1995 21:01:36 -0500
Message-Id: <950620015524_71333.144_DHQ45-1@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: KWM-2A's, 312B4's FS

More Vintage Radio Gear For Sale

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.
412-234-8819 (weekdays, EST or leave a message anytime).
71333.144@compuserve.com

I am a collector, trader and hobbyist, not a business. OFFERS AND ESPECIALLY TRADES ARE WELCOME. Full payment is requested in advance. Shipping costs extra and sometimes takes 2 to 3 weeks because I am slow. Thanks.

LATEST ADDITIONS

Emerson 747 portable AM radio, black plastic with gold louvered face. Near-mint in original leather carrying case. Carry case has slipped a rivet on the snap but this should be a 10 minutes repair. Carry case has long leather shoulder strap and appears to be brand new. Untested--it has an old 45v battery in it but the other battery is missing. Really nice. \$79

Collins 312B4 wattmeter/phone patch/speaker station console. Works with S-line or with KWM-2 and KWM-2A. Round emblem. Front panel excellent or better but case paint is just fair to poor. Trim ring is cream color and case is S-line gray. No modifications. \$97 each. Four to sell.

Collins KWM-2A HF transceiver covering 80 - 10 meters with an equal number of optional band segments based on optional crystals that you can install. With 516F2 power supply. Working but probably needs alignment and checkout. Front panel is excellent or better but case paint is just fair to poor. Trim ring is cream color and case is S-line gray. No

modifications. \$400 each. Four to sell.
Collins 516F2 power supply. Working but cases are a mess--dented and with bad paint. As-is: \$75 each. 2 to sell.

PREVIEW OF ADS JUST SENT TO ELECTRIC RADIO:

WRL UM-1 modulator, scratched: \$85; Hallicrafters R42 speaker, top paint bad: \$80; Hallicrafters SX-16 matching speaker, Jensen, scraped at edges: \$80; Hallicrafters SP-44 panadapter, scratched, knobs wrong: \$95; Heath DX-100, some knobs wrong: \$95; Lysco Dipmaster GDO, like NIB w/manual: \$65. Don, N3RHT: 412-234-8819.

Military RBM-3 200khz-2mhz, good: \$79; TBX-5 transmitter /receiver, excellent: \$175; Collins TCS spares kit, NIB: \$55; BC-1068A, no case, mods but no holes: \$39; BC-654/SCR-284 legs: \$20/set of four; GN-4x hand crank generator legs: \$18/set w/seat; GN-4x handles: \$8/pair; ABA control box: \$15; 1959 & 1961 Lafayette catalogs: \$15 each; PRC-6 RDF loop antenna, NIB: \$30. Don, N3RHT: 412-234-8819.

For Sale: Pick up items: 40 foot commercial tower, 5 8-foot sections, tilt base: \$315; Meissner 150B transmitter, 813 final 811 modulators, manual, cables:

\$69 (250 pounds). Can ship: RCA 8021 shipboard radiotelephone, restorable: \$69. Don, N3RHT: 412-234-8819.

WANTED: KWM-2A tuning knob.

From boatanchors@theporch.com Mon Jun 19 08:48:01 1995
Date: Mon, 19 Jun 1995 03:48:01 -0500
Message-Id: <01HRVYKIG98YQPF0T5@PDADR1.PD.CNR.IT>
From: cpagura@PDADR1.PD.CNR.IT (cesare pagura)
Subject: Looking for ID 292 (PRC 6/6) schematic drawings

Hello Amateurs,
I am involved in an italian group of NATO surplus radio fans.
In order to repair and align some PRC 6/6 I need an ID 292 apparatus
or a schematic drawing of it.
Are there somebody that can help me?
Cesare Pagura
Cesare Pagura

Cpagura@pdadr1.pd.cnr.it

CNR IPELP

Corso Stati Uniti 4
35100 PADOVA, ITALY

From boatanchors@theporch.com Tue Jun 20 01:35:40 1995
Date: Mon, 19 Jun 1995 20:35:40 -0500
Message-Id: <9506200132.AA01471@kali>
From: Andy Wallace <wallace@mc.com>
Subject: MIT June '95 report / stuff forsale

FLEA REPORT: MIT FLEA, CAMBRIDGE MA 6/18/95

Drake	2-B, 2-BS (no cal), good	\$85, later \$80
Drake	2-A, 2-AQ, heavy switch wear	\$150!
Gonset	GSB-100, very nice	\$200
Hammarlund	HQ-145-X, S-100 spkr, nice	\$120, sold \$110
Mil	BC-348-H, repl knobs but unmod	\$85
Mil	BC-348-(0?) AC supply, gd. cond	\$150
Hallicrafters	SX-62, clean, cabinet repaint	??? KA1CX, Rhyne
Hallicrafters	Skyrider Defiant	???
Hallicrafters	Sky Buddy II	???
Mil	R-392	???
Drake	TR-4, RV-4, supply	\$200

Hmm, well that's about it. It was a pleasant morning except for the heat stroke and having to sit next to Aqualung on the subway.

I was tempted with the \$85 unmodified BC-348, but by the time I had made up my mind, the seller said he had someone who wanted to trade something for both of 'em. I thought \$150 was steep for the other one but it was in good physical shape. Neither had drill-thru-the-case mods.

The GSB-100 was very very nice. I left at about 11:00 and it was still unsold, as were a lot of the other things above. If I didn't already have a phasing exciter (CE 20A) I would have been tempted. That's a pretty rig.

There were a couple of National receivers there -- low-end ones, poor shape. The S-38s I didn't bother to take down info. I didn't see any Collins gear except a dummy load on Mike Crestohl's table.

What did I buy? Not a heck of a lot. I got a Second Edition

(1942 printing) of Ghirardi's RADIO PHYSICS COURSE for \$15... I found a pair of Telex Twinset headphones for a friend... I was tempted to buy the 2-B/2-BS combination because that was the first non-Q-multiplier Drake speaker I've seen. Oh well. Maybe someone on here will come through? (Looking for 2-AS, 2-BS, 2-CS, and especially a 2-CQ.)

FOR SALE OR TRADE -- can anyone use the following:

U.S. Navy PHANTOM ANTENNA CW-66003, resistance 20 OHMS, capacitance .0001 MFD (changed to .0025), POWER RATING 20 WATTS. "For use with model GF-12 aircraft radio equipment." Made by Western Electric, 21 April 1941. I assume this is a dummy load... But 20 Ohms and 20W? Too wimpy for ARC-5. Has Navy decal and stamp, very good condition. Has push-terminals for antenna/ground. Offers/trade? Whazza GF-12 anyhow?

TYPE CRV-23253 RECEIVER TUNING HEAD. Conical dial tuned by crank knob; spline connector on bottom. Covers 200 kHz - 9 MHz in 4 bands, good condition. Has glass with hairline over dial. "A unit of model ARB radio equipment." Whazza ARB? Offers/trade?

MY INTERESTING-FIND-BUT-DID-I-REALLY-NEED-IT?

I bought a Setchell-Carlson BC-1206-C longwave receiver for \$30. It appears to be a little superhet, covering 200-400 kc in one band. Only two knobs, ON/VOLUME and TUNE, so I assume this isn't a regen. Output seems to be just the PHONES jack on the front. Weird antenna connector on the side, only one wire and a ground braid out the back. I've been told it runs off of 26VDC. In nice shape...the dial goes slightly below 200 kc so maybe it is usable on the lower experimental band...though they aren't modulated CW like I assume this was for. Any info on this BC-1206-C would be much appreciated!

--Andy Wallace

From boatanchors@theporch.com Tue Jun 20 02:24:48 1995
Date: Mon, 19 Jun 1995 21:24:48 -0500
Message-Id: <9506191827.AA07431@ihurry.ih.att.com>
From: Michael.J.Knudsen@att.com
Subject: Re: My *last* song...

Absolutely love that Chinese Tubes!
I have the sheet music, words & guitar chords at home somewhere --

a pain to bar a 12-string in the key of B, but well worth.
Gotta do this one at a Fest someday -- mike k

From boatanchors@theporch.com Mon Jun 19 16:39:50 1995
Date: Mon, 19 Jun 1995 11:39:50 -0500
Message-Id: <950619123426_73821523@aol.com>
From: JosephWP@aol.com
Subject: NC-190 Part's Set

Just a reminder that I have a NC-190 part's set.

No power transformer (mine had a 220 V semi replacement installed) and the front panel is hopelessly bent, but otherwise most everything is still available.

Joseph Pinner +
Lafayette, LA
KC5IJD
EMail: josephwp@aol.com

From boatanchors@theporch.com Tue Jun 20 05:18:17 1995
Date: Tue, 20 Jun 1995 00:18:17 -0500
Message-Id: <823_9506192148@chigate.fidonet.org>
From: Bill.Cohn@precision.chigate.com (Bill Cohn)
Subject: Re: New Acquisitions and

Subject: Re: New Acquisitions and

W>This got me to thinking - was there anything "beyond" the SB 500?

W>I know the following

W>SB100 - transceiver
W>SB200 - linear amp
W>SB300 - receiver
W>SB400 - transmitter
W>SB500 - 2 meter transverter
W>SB600 & beyond..???

W>Thanks & 73 de WB5KXH

The SB600 et all were accessories like speaker, monitor scope, station console, pan adapter, and remote VF0.

The last rig I know of from Heath was the SB1400. This was a rebranded Yeasu FT747 rice box. It was not a kit.

I have the SB102, SB110, SB500, SB600, SB610, and SB620. A lot of green.

* OLXWin 1.00a * My poor man's Collins is an SB102

From boatanchors@theporch.com Mon Jun 19 13:05:02 1995
Date: Mon, 19 Jun 1995 08:05:02 -0500
Message-Id: <199506191303.JAA11970@altair.cs.unc.edu>
From: Nick England <nick@cs.unc.edu>
Subject: Re: New Acquisitions and HamCom

Heath SB-600 series were all accessories
600 speaker (with space for p/s)
604 speaker for SB-104
610 monitor scope
614 monitor scope for SB-104
620 "scanalyzer" panadapter
630 console/clock/pwr mtr/phone patch
634 console for SB-104
640 remote VF0 for SB-101, etc.
650 digital display

what'd I leave out, Chuck ??
Nick KD4CPL

From boatanchors@theporch.com Mon Jun 19 16:15:56 1995
Date: Mon, 19 Jun 1995 11:15:56 -0500
Message-Id: <Pine.ULT.3.91.950619114559.12119B-1000000@dua150.kpt.emn.com>
From: "Barry L. Ornitz" <ornitz@EMNGW1.emn.com>
Subject: Paint Stripping Solvents - Relative Hazards

The following message to the list was bounced during the time that theporch was having mail problems, so this is a resubmission. I learned this morning that the EPA relaxed some of its rules about acetone last Friday. I have added a note to the bottom of this post to summarize the changes.

73, Barry WA4VZQ ornitz@emn.com 6/19/95

Date: Fri, 16 Jun 1995 14:57:36 -0400 (EDT)

There has been considerable traffic lately about different solvents for use as paint strippers and about the hazards associated with them. As an unofficial "chemist" for the group, I would like to add a little more.
{Damn! Fourteen years of engineering education in chemical and electrical ENGINEERING....and they still call me a chemist. I ARE AN INJUNEEEEER!}

Working in the research laboratories of Eastman Chemical Company gives me good access to our library which has LOTS of chemical safety information. I also have access to a large number of MSDS (Material Safety Data Sheets). While I am no expert on painting or stripping, I think I can address some of the safety issues related to paint stripping solvents.

METHYLENE CHLORIDE (dichloromethane). This used to be used in most commercial paint strippers but environmental and safety regulations may now limit its availability. While methylene chloride is extremely volatile, commercial strippers contain materials such as paraffin wax to retard the evaporation. It is an excellent solvent from a performance standpoint for paint stripping as it will soften almost any paint. The evaporation retarding materials must be cleaned from the surface with another solvent or mechanically (abrasives) before new paint is applied. An outstanding feature is that it is non-flammable. On the negative side, it is a suspected carcinogen in man (confirmed in animals), can be absorbed through the skin, causes liver and brain damage with chronic exposure, and its vapors, like those of most solvents, can cause intoxication symptoms. If you plan to use methylene chloride, do so outdoors with plenty of ventilation, and use protective rubber gloves. An OSHA approved respiratory protection system is highly recommended.

HYDRAULIC BRAKE FLUID. Automobile brake fluids are a mixture of:
1) lubricant (polypropylene glycol, castor oil, etc.);
2) additives for corrosion resistance, buffering, anti-oxidation;
3) a solvent blend (mixture of glycol ethers).

The glycol ether solvent blend is usually a mixture of ethylene glycol monomethyl ether (2-methoxyethanol or 2ME) and a number of chemically related compounds (such as 2-ethoxyethanol, 2-methoxyethyl acetate, bis(2-methoxyethyl)ether, and a host of others). Little toxicity data is available for most of these compounds but the effects of 2ME are thought to be representative. All have a high boiling point and a very low vapor pressure at room temperature but they are still flammable. Because of their low evaporation rate and good solvent properties, they are used in commercial auto paints. Of course this is with OEM applications, where the proper safety precautions are taken. Aftermarket auto paint is considerably different than what an automaker uses. [Eastman manufactures two glycol ethers, EEA and EEP, for this particular application. EEP is such a good solvent that it has dissolved Kynar and swollen Teflon

chemically resistant plastics.]

For home use as a paint stripper, STAY AWAY FROM THIS STUFF. 2ME is readily absorbed through the skin and its vapors are extremely irritating to the eyes, mucous membranes, and the upper respiratory tract. Long term exposure can effect the blood, liver, kidneys, lungs, immune system, and bone marrow. For the younger set [not old relics like I seem to be turning into], 2ME is a teratogen and can cause damage to the reproductive system (especially male). Behavioral problems are also likely. Glycol ethers can also form peroxides on exposure to the air which may be explosive.

ACETONE. Contrary to what the warning label on the can may read, acetone is not exceptionally toxic. The warnings on the can are there to discourage "glue sniffing" (solvent inhalation to get high). Acetone is very volatile, and unlike methylene chloride, it is also very flammable. While its flammability limits in air are not significantly different from many other solvents, its high volatility gives it a very low flash point. Thus, it is easily ignited by the smallest spark or flame. It is a fairly good solvent for many paints, but not as good as methylene chloride. Without evaporation retardants, it is likely to evaporate too fast to be very useful for paint stripping except for acrylic spray paints. Acetone is the main ingredient in fingernail polish remover, so its toxicity is obviously not too high. Knowing that my statements about acetone differ from others, let me quote several sections from the MSDS for acetone.

<quote>

11. TOXICOLOGICAL INFORMATION

Effects of Exposure:

General: Extensive human experience and animal data indicate that acetone is of low toxicity. However, ingestion of very large amounts or inhalation of extremely high vapor concentrations can cause irritation, nausea, vomiting, confusion, drowsiness, convulsions, and coma with possible liver and kidney injury. Based on animal data and structure-activity relationships, this product is NOT expected to cause nervous system damage.

Inhalation: High vapor concentrations may cause drowsiness and irritation.

Eyes: Causes irritation. However, immediate flushing of the eyes with water will minimize any irritative effect. High vapor concentrations may cause irritation.

Skin: Prolonged or repeated contact may cause drying, cracking, or irritation.

Ingestion: Expected to be a low ingestion hazard.

<unquote>

TURPENTINE and MINERAL SPIRITS (paint thinner, varsol, etc.). Turpentine is a natural product originally obtained by the destructive distillation of pine stumps but now mainly from tall-oil waste from paper mills. Once common as a thinner for oil based paints, it has largely been supplanted by mineral spirits obtained from petroleum distillation. Both of these materials are toxic if ingested and they can be absorbed through the skin. They are flammable but have a volatility between acetone and brake fluid. Unfortunately, turpentine or mineral spirits have little power to dissolve or soften many types of paint once it has dried (cured, cross-linked, or polymerized).

Based on performance, my choice of a good paint stripper would still probably be the methylene chloride type. I would only use it outdoors, and then I would want a day with a breeze. Good chemically resistant gloves are a must. Conventional household rubber gloves do not hold up well to any solvents for long. I would suggest looking for nitrile rubber gloves to work with paint strippers. Make sure all ignition sources are at least 30 feet away if you use a flammable solvent. You still need to keep methylene chloride away from flames because of the possibility of forming phosgene. Keep a fire extinguisher handy at all times and know how to use it! Acetone would be a good second choice with its greatly reduced toxicity, but remember its extreme fire hazard.

Except for cases where the BA is rusty, the paint is peeling, or the scratches are exceptionally deep, I question the need for chemical stripping of the old paint. Good sanding followed by the application of a sandable primer, like that used in auto painting, followed by additional sanding will usually leave an excellent surface for repainting. It is sometimes difficult to get proper adhesion of new paint to bare metal anyway unless the correct primer or surface treatment is used. If the original paint is only faded, or has only a few chips or small scratches, and is still well bonded to the surface, the old paint may not need to be stripped.

However, watch out for the reaction of the solvents in the new paint with the old. If the old paint is exceptionally thick, or of an incompatible composition, the application of new paint will cause the original paint to bubble up and blister. Fast evaporating solvents in the new paint will minimize this but you often do not know until you try. For this reason, you might want to test the new paint before spending much time filling in scratches and dings.

If you have to chemically strip the old paint, consider taking the cabinet to a professional furniture refinisher. These businesses often have large vats of paint stripper in which the entire cabinet may be soaked. The cost is not likely to be excessive and you are not personally exposed to the stripping chemicals.

I hope this post clears up some of the confusion about the various solvents. Maybe now I can get back to some ENGINEERING. <grin>

73, Barry

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|#####|
|/ Eastman Chemical \
|   Company          \
|Research Laboratories \
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Dr. Barry L. Ornitz WA4VZQ
Eastman Chemical Company Research Laboratories

Process Analyzer Research Laboratory
Custom Online Instrumentation for Manufacturing

Eastman Chemical Company
P.O. Box 1972, Eastman Road
Kingsport, TN 37662 - 5150
615/229-4904, FAX 615/229-4558
ornitz@emn.com

Note, the flask shape above says nothing about whether I am a chemist or not. Actually the "A's" in the Eastman corporate logo are little flat-bottomed flasks. While I have made a diligent attempt to insure the accuracy of the above safety information, I assume no responsibility. If you are seriously interested in chemical safety, a good reference is "Sax's Dangerous Properties of Industrial Materials". If you have questions about a commercial material's safe use, contact the manufacturer.

On Friday, June 16, 1995, the Environmental Protection Agency announced two regulatory actions relating to the manufacture and use of acetone. The first was the removal of acetone from the Superfund Amendment and Reauthorization Act (SARA) Title III Section 313 toxic chemicals list, also known as the Toxic Release Inventory (TRI). The second was the exemption of acetone from regulation as a volatile organic compound (VOC) under the Clean Air Act. The EPA actions were based on the determination by the Agency that acetone emissions cannot reasonably be anticipated to cause adverse human health or environmental effects.

73, Barry WA4VZQ ornitz@emn.com
(still NOT a chemist)

From boatanchors@theporch.com Tue Jun 20 04:03:47 1995
Date: Mon, 19 Jun 1995 23:03:47 -0500
Message-Id: <F6JM5410.F6JM5421@mail.admin.wisc.edu>

From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Re. Hopalong Capacity

to: boatanchors@theporch.com

WHOA! Watch it there!

I heard a version of that one back in electronics shop, mainly concerning the amorous exploits of Mike Farad and Milli Henry, and the night they rode his megacycle across the Wheatstone Bridge into the Magnetic Fields.

I can't go any further on that one, 'cause from here on it gets much too gamey for this particular venue!

Mr. T.

From boatanchors@theporch.com Mon Jun 19 14:37:07 1995
Date: Mon, 19 Jun 1995 09:37:07 -0500
Message-Id: <PMX-TERM-2.02-bsm2ee1-thaake-280>
From: thaake@bsm2ee1.attmail.com (thaake)
Subject: RE: Rocket Crystal Radio

RE: Jeff's NH6IL post on a toy crystal radio

I had as a child the "Rocket Crystal Radio" that was referred to in your post.

I received it one day on a trip to the redemption center for "Top Value" stamps. These stamps were received based on the size of food purchases at the local grocery. It was a chain grocery but I can't remember which. Anyway the Crystal set was indeed a toy but worked well when I clipped it to the metal finger stop on the dial telephone in our kitchen.

\$100 sounds fair if you are also the kind of guy who lights cigars with \$100 bills also!!

Tim WA0TSY
thaake@bsm2ee1.attmail.com

From boatanchors@theporch.com Mon Jun 19 07:55:33 1995
Date: Mon, 19 Jun 1995 02:55:33 -0500
Message-Id: <9506182053.AA03373@kahuna.math.hawaii.edu>
From: jeffrey@math.hawaii.edu (Jeffrey Herman)
Subject: Rocket Xtal Radio

I believe someone on BA was looking for one of these - please contact Russ if you're interested.

>Russ Pate WB4VVN
>rpate@harris.com
>Susco Germanium Radio Model JR-1
>Made in Japan, 1960's or so I assume.
>Shaped like a rocket. Red and White,
>material appears to be bakelite.
>Has ground lead, with clip, earphone
>coming out of rocket base.
>Nose of rocket is a metal shaft that
>extends, I imagine for tuning or antenna.
>About 4" tall. Small piece missing from one
>of the fins. I didn't even notice this till
>a friend pointed it out.
>In original box. This I imagine was
>a child's toy.
>\$100 postpaid or best offer.

Yeow!! \$100?? I'll bite my tongue... As mentioned above, please contact the seller if you're interested in this item.

Jeff NH6IL

From boatanchors@theporch.com Mon Jun 19 18:39:41 1995
Date: Mon, 19 Jun 1995 13:39:41 -0500
Message-Id: <199506191837.LAA03702@igc3.igc.apc.org>
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Sailor Ship's Radio Available

I have the following Sailor ship's radio equipment available for sale. Although less well known in the States, Sailor was (and remains) a major manufacturer of marine radio equipment.

This set consists of the R120 receiver, T124 transmitter and N178 power supply all combined in an attractive package measuring 21" h x 20"w x 10" d. The set is suitable for either bulkhead or desk top mounting.

The R110 will receive AM and SSB on 35 crystal controlled channels in the 1.6 to 9MHz range (many crystals installed). It also incorporates a tunable receiver which covers the range 150kHz to 4.5MHz. In appearance, the receiver has three vertical rows of push buttons for the crystal controlled channels and a large circular dial (typical of Sailor radios) for the tunable receiver along with controls for band, RF and AF gain, clarifier, etc. This is a solid state set with discrete transistors.

The T124 transmitter is rated at 100 to 160W PEP output (depending on frequency) in the range 1.6 to 9MHz. via 21 crystal controlled channels (many crystals installed). In appearance, the transmitter has a large knob for channel selection which moves a pointer vertically on a printed card, a crank knob for aerial tuning, an antenna current meter calibrated in amps and a single post ceramic insulator for antenna connection. There is a telephone-type handset in a hangar on the left side of the cabinet. This is a hybrid set with hollow state driver and finals. Frequency stability is specified as better than 20Hz short term and 100Hz long term, which I believe meets current US specifications.

The N178 power supply sits to the right of the transmitter and has no external controls.

This set is in good to excellent condition. It is painted Sailor green with only one or two letters of the AF Gain label missing, apparently from wear (but the panel paint itself shows no sign of R-390-type wear). I have fired up the receiver and found it working. I've never tried the transmitter but would be surprised if it didn't work too, given the overall condition of the set.

I find this set very attractive and have had it on display in my office for several years. I'm offering it for sale only to make space for an incoming R-390A. It is complete with all the original Sailor manuals (in English) for all the units including a directory of Sailor sales and service agents world wide.

Price: \$125 fob San Francisco

Best Regards,

Dick Dillman <ddillman@igc.apc.org>

From boatanchors@theporch.com Mon Jun 19 22:46:31 1995
Date: Mon, 19 Jun 1995 17:46:31 -0500
Message-Id: <199506192242.RAA25666@uro.theporch.com>
From: "MELUCAS, MARC P." <MELUCAS@wsmc-mis.af.mil>
Subject: Santa Maria, CA 'fest

Gang-

Met up with Howard, AD6Y at the annual Father's Day 'fest of Santa Maria on the central coast of California. We cruised the flea market until we got bored. A bit less quantity than last year; this is a small 'fest anyway. We made a couple of deals each, but some things of note seemed a bit outlandish:

SX-62A w/R-46 spkr, listed for \$350, and it sold!
Heath SWR meters for \$60, unsold.

Some items more in line with desired prices included an R-4A which sold for \$65, a Heath sig gen which sold for \$21. Noticed some BC-221's in the \$18 to \$30 range, and they sold as well. Some guy had an SX-28 along with an SX-32 and a Hallicrafters speaker, \$225 for all three only, and that did not sell; the speaker and the SX-32 were a bit on the dirty side with funky paint sprayed all over them. Also sighted were an NC-125 for \$75 which sold, and an SX-76 price unknown but it sold as well. The only tubes to show up were from a dealer who is way high so I never asked about price.

Marc, KB0JPO

From boatanchors@theporch.com Mon Jun 19 20:16:19 1995
Date: Mon, 19 Jun 1995 15:16:19 -0500
Message-Id: <m0sNmtG-00003kC@next3.acme.ist.ucf.edu>
From: clarke@acme.ist.ucf.edu (Thomas Clarke)
Subject: Sonar SRT-120

Last weekend was a tailgater by the radio club at UCF.
An SRT-150 followed me home since I thought it was interesting.

Anyone know about it? A glance in an old handbook shows that Sonar specialized in NBFM.

Not much else there of BA interest. Several HQ170s, a couple of pieces of Heath gear (a ratty VFO I didn't look at closely). An HX-99 looking pretty worn without a case for \$40 looked like too much work for me.

Tom Clarke
KE4VFH

From boatanchors@theporch.com Mon Jun 19 21:48:11 1995
Date: Mon, 19 Jun 1995 16:48:11 -0500
Message-Id: <9505198035.AA803598466@ccmgate.mti.com>
From: TLeonard@ccmgate.mti.com (Leonard, Tim)
Subject: Re: Sonar SRT-120

Tom,

Sonar briefly made a couple of models of cw/am hf transmitters. The 120 series came in several different flavors, one with a power supply built in and the other without. The am is hi level plate I believe. The main problem that I have run into was the poor design of the PI Net output on 80 and 40. There is not enough c or l in the ones that I played with to correctly load the PA. This xmitter should be able to put out around 80 watts and if memory serves, mine only put out 20 and 40 watts on 80 and 40 respectively. The one that I still have runs red hot as they enclosed the final with a copper mesh; the one I got rid of did not have this enclosure (early model).

Hope that helps, I may be able to dig up a schematic if you need one.

Tim AA6DQ tleonard@ccmgate.mti.com

From boatanchors@theporch.com Tue Jun 20 08:09:26 1995
Date: Tue, 20 Jun 1995 03:09:26 -0500
Message-Id: <Pine.LNX.3.91.950620031437.22119G-100000@gxl.woodtech.com>
From: "Frank C. Gilmore Jr." <fgilmore@gxl.woodtech.com>
Subject: Re: Sonar SRT-120

On Mon, 19 Jun 1995 TLeonard@ccmgate.mti.com wrote:

> Tom,

> Sonar briefly made a couple of models of cw/am hf
> transmitters. The 120 series came in several different
> flavors, one with a power supply built in and the other
> without. The am is hi level plate I believe. The main
> problem that I have run into was the poor design of the PI
> Net output on 80 and 40. There is not enough c or l in the
> ones that I played with to correctly load the PA. This
> xmitter should be able to put out around 80 watts and if
> memory serves, mine only put out 20 and 40 watts on 80 and
> 40 respectively. The one that I still have runs red hot as
> they enclosed the final with a copper mesh; the one I got
> rid of did not have this enclosure (early model).
>
> Hope that helps, I may be able to dig up a schematic if you
> need one.
>
> Tim AA6DQ tleonard@ccmgate.mit.com
>

I spent a frustrating summer trying to get a decent signal out of one and finally built a home brew mobile transmitter partially copied from the Johnson and partially my own nightmares. It worked had step relay switching for thirty crystals. Would like to know where on earth it wound up. I also had a Sonar VFO replete with the built in FM adaptor which was rather fun on 10 meters tied into a Viking II if you could convince the station you were talking to to tune their receiver fast enough to track you! Hi!

73,

Frank
de K0JPJ ex-W5PVX-

From boatanchors@theporch.com Mon Jun 19 19:33:22 1995
Date: Mon, 19 Jun 1995 14:33:22 -0500
Message-Id: <9506191154.0GQF300@24stex.com>
From: michael.moore@24stex.com
Subject: THE MILITARY

T0> Wow. This is probably the strangest message I've ever posted here.

Mr. T., K9TA

Ya gotta stop smelling them fried selenium stacks :).

T

From boatanchors@theporch.com Mon Jun 19 14:09:28 1995
Date: Mon, 19 Jun 1995 09:09:28 -0500
Message-Id: <9506191405.AA07385@tomcat.adc.ray.com>
From: wendler@tomcat.adc.ray.com (John Wendler)
Subject: Re: Toons for toobers

Ok! I know when I'm beat... Dexter,
you do it well! You got the swing,
you got the disco. Can you do
anything with the Big Bopper's
Chantilly Lace?

John

From boatanchors@theporch.com Tue Jun 20 01:06:12 1995
Date: Mon, 19 Jun 1995 20:06:12 -0500
Message-Id: <199506200103.UAA04891@uro.theporch.com>
From: Dave Phillips <dphillips@ips.iac.honeywell.com>
Subject: WANTED: FV-400/FV-401 Yaesu External VFO

I would like to buy an external VFO for the silver faced yaesu line
of radios (FTdx-4xx/ FTdx-5xx). I would even buy the radio to which
one is attached.

I am also interested in locating one or more SP-401 or SP-401P
speaker/patch units.

If you have one of these you would like to trade for \$\$\$\$, please
reply.

Thanks

Dave Phillips
KB7JS
dphillips@ips.iac.honeywell.com

From boatanchors@theporch.com Mon Jun 19 18:26:23 1995
Date: Mon, 19 Jun 1995 13:26:23 -0500
Message-Id: <01HRW42ZEW3M9S5TA5@RANDB.PPRD.Abbott.Com>
From: KANAMAA%AMGATE%MATRXA@randb.pprd.abbott.com
Subject: Washing and waxing radios

From: Kana, Michael (D9CY)
Date: Mon, Jun 19, 1995 1:22 PM
Subject: Washing and waxing radios
To: bigboats
Howdy all

Well, its time to wash the ol' DX100 and I was curious about what would be the best soap and wax to use.
My wife suggested Dove soap because its pretty mild and McGwyers sp? wax (This is the wax she uses on her 64' Vette so I guess its trust worthy)

Any other hints for this job?

73's de AA9IL
Mike Kana

From boatanchors@theporch.com Mon Jun 19 21:02:06 1995
Date: Mon, 19 Jun 1995 16:02:06 -0500
Message-Id: <9506192057.AA00389@jupiter>
From: Andy Wallace <wallace@mc.com>
Subject: Re: Washing and waxing radios

A wife with a '64 Vette? Mongo in love!

It has been suggested on the List that several things are good for cleaning BA stuff. The ones I picked up on are: Dow Bathroom cleaner ("scrubbing bubbles") followed by Scott's Liquid Gold (wood polish). I used the above on a military field strength meter and the wrinkle finish sparkles. Bobbi Barmore used it on her HRO-5, I believe...maybe she can comment.

I'd be very careful of dials and meter faces, whatever you do!

Another tip: any kind of vegetable oil (especially peanut) on a paper towel is good for removing stickers. WD-40 does well, too, but you might not want to use that on a painted surface.

Good luck...

--Andy

From boatanchors@theporch.com Mon Jun 19 21:52:39 1995
Date: Mon, 19 Jun 1995 16:52:39 -0500
Message-Id: <9505198035.AA803598706@ccmgate.mti.com>
From: TLeonard@ccmgate.mti.com (Leonard, Tim)
Subject: Re: Washing and waxing radios

I second the Maguiers; have used it for years on my BA's.

Tim

From boatanchors@theporch.com Tue Jun 20 00:22:20 1995
Date: Mon, 19 Jun 1995 19:22:20 -0500
Message-Id: <m0sNr23-0010a9C@spider.lloyd.com>
From: jml@spider.lloyd.com (Jim Lockwood)
Subject: Re: Washing and waxing radios

>

>Well, its time to wash the ol' DX100 and I was curious about what
>would be the best soap and wax to use.

There are probably as many opinions on how to do this as their members of
BA. Here are the techniques that have worked for me.....

Dawn dish detergent will do a good job of removing oil, dirt, and
miscellaneous scum.

For removal of tobacco smoke stains, use a *hot* solution of automatic
diswashing detergent.

One caveat: If left standing on DX-100-era Heath paint, it will soften and
remove the paint. Best to apply, rub, and rinse with no unnecessary delays.

>My wife suggested Dove soap because its pretty mild and McGwyers sp?
>wax (This is the wax she uses on her 64' Vette so I guess its trust
>worthy)
>

She probably uses Meguire's products. They are very popular with Vette

owners and produce good results. I'd stick to low abrasive or non-abrasive products like their waxes and avoid any rubbing or polishing compounds. I'm not sure I'd even use their glazing products on the Heath front panel.

>Any other hints for this job?

If I were doing this I would:

Remove the front panel, the VFO dial, and all tubes before washing.

Use a soapy toothbrush to clean the rotary switch contacts.

Take great care to not saturate any paper covered capacitors, including but not limited to the HV electrolytics.

Use compressed air to blow excess water off the clean chassis, then let it sun/air dry for a couple of days before applying power.

Relubricate all bushings and capacitor bearings and switch bearings.

Good luck and 73,

Jim - km6nk

From boatanchors@theporch.com Mon Jun 19 21:31:34 1995
Date: Mon, 19 Jun 1995 16:31:34 -0500
Message-Id: <9506192127.AA00413@jupiter>
From: Andy Wallace <wallace@mc.com>
Subject: Re: Yellowed Hammarlund s-meter

----- Begin Included Message -----

From: "Frank C. Gilmore Jr." <fgilmore@gxl.woodtech.com>
To: Multiple recipients of list <boatanchors@theporch.com>
Subject: Re: Yellowed Hammarlund s-meter

It was original. Hammarlund experimented with that meter to see how it would be received....it wasn't well received at all. In fact I got a letter from them authorizing me to replace them free with the conventional ones if customers or owners still under warrenty were too upset....and some sure were!!!

----- End Included Message -----

I still say the low-key red and yellow National S-meter is one of the prettiest. The TMC GPR-90 used one with almost the same scheme. The white meter on my HQ-170 is certainly one of the biggest, but I don't know about the aesthetics. Maybe we should trade? <grin>

At the MIT flea yesterday, I thought I saw a darkened S-meter, too but it seems that's original after all. I would have known if I had read the BA mail -- but there were network things going on here so I was ba-less all weekend. (snif!)

MIT flea report to follow.

--Andy

From boatanchors@theporch.com Tue Jun 20 02:22:05 1995
Date: Mon, 19 Jun 1995 21:22:05 -0500
Message-Id: <9506191622.AA06582@ihurry.ih.att.com>
From: Michael.J.Knudsen@att.com
Subject: Re: Yellowed Hammarlund s-meter

I think the thrust of AA2UQ's article was that the original meter and dial faces might have been yellow, orange, or whatever color we associate with age and too-hot pilot lamps.

Reminds me of the time I bought a repro dial for my Philco 37-620. If you don't know, the best P{hilcos (1936-38 time frame) use Hammarlund-type dial system -- 300 degrees of markings on a translucent plastic dial rotating past a small, pumpkin-eye window. Even better than Hammarlund, the dial cursor was a bright line of light projected by the pilot bulb -- no parallax errors!

What surprised me is that the repro dial was an even deeper shade of orange-yellow than the original! My Dad (whose 37-620 I grew up with) is SK, so short of finding some Philco full-color ads in an old National Geographic, I don't know how dark the original dial was supposed to be.

But it seems originals were darker than we might think.

BTW, my 129X has very light yellow dials, tho the S-meter is darker from the stinkin' pilot bulb heat. 73, mike k